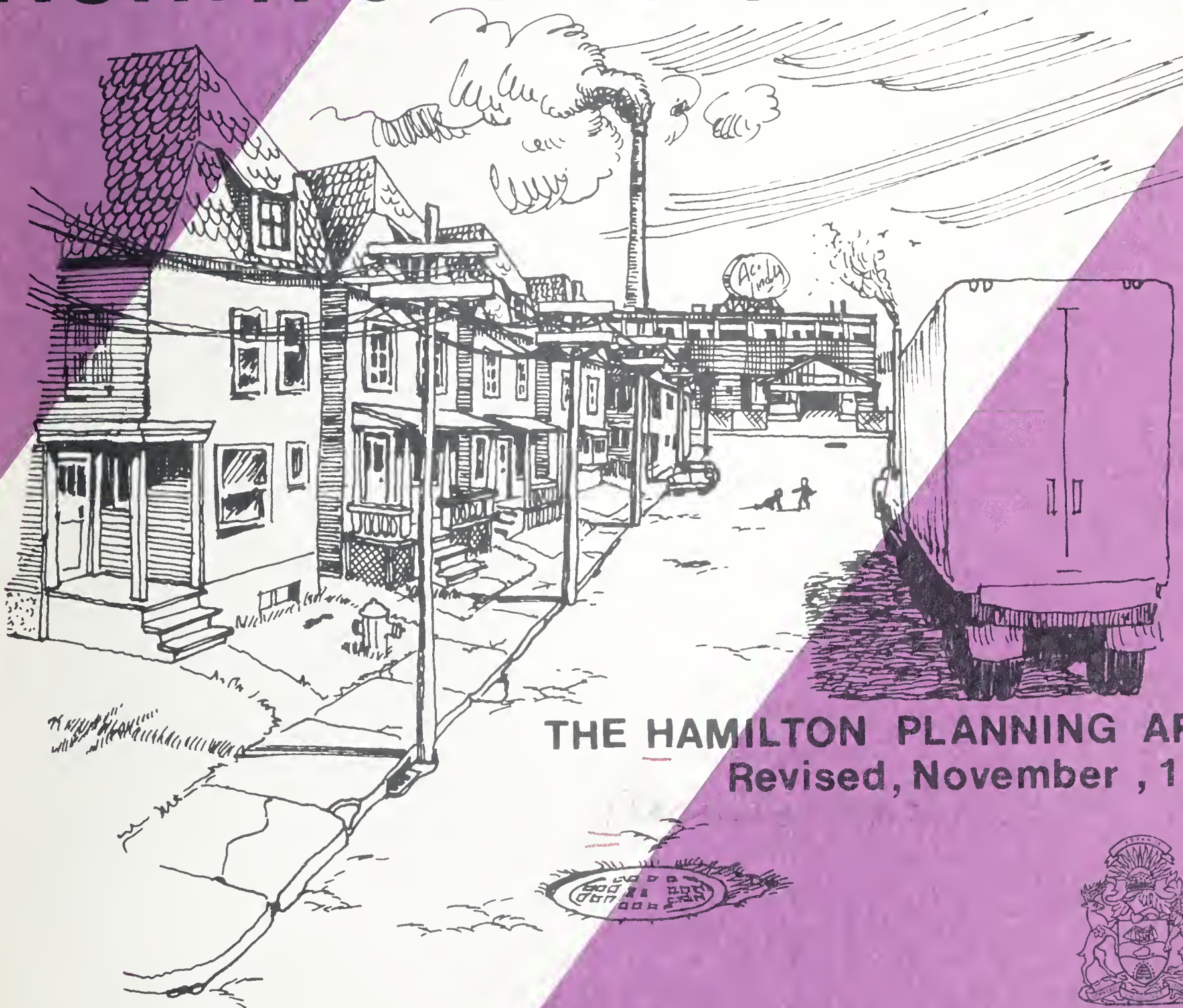



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1969 OFFICIAL PLAN for the RESIDENTIAL ENCLAVES NORTH of BARTON STREET



OF
THE HAMILTON PLANNING AREA
Revised, November, 1970





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1969 OFFICIAL PLAN OF THE

RESIDENTIAL ENCLAVES

NORTH OF BARTON STREET

CITY OF HAMILTON PLANNING DEPARTMENT

PREFACE

This office consolidation of Amendment 260 of the Official Plan of Hamilton incorporating all the changes made by the Minister of Municipal Affairs, was prepared for your convenience. Originals of the Amendment have been deposited with the Hamilton City Clerk's Office, (filed under By-law 70-93) the Wentworth County Registry Office (file 1836 Misc.) and the Department of Municipal Affairs (file # 2997.) These aforementioned documents should be consulted for accurate reference.

The Amendment was recommended by the Hamilton Planning Board on the 16th of December 1969 and adopted by City Council (By-law 70-93) on the 31st of March 1970, under the provisions of Sections 10, 11 and 14 of the Planning Act. The Minister of Municipal Affairs modified the Amendment, pursuant to Sections 12 and 14 of the Planning Act. The document thus modified was approved by the Minister on the 29th of October 1970, as Amendment #260 to the Official Plan for the Hamilton Planning Area.

A facsimile of the relevant documents can be found at the end of the appendix.



.....
R. Bailey, M.T.P.I.C., P. Eng.
Commissioner of Planning and
Secretary-Treasurer

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His Worship the Mayor and Chairman of the Board of Control

VICTOR K. COPPS

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				K. WILLECKE-AHRENS
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Director of Purchases

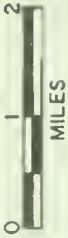
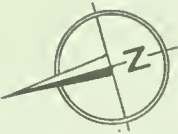
J. W. McNAB

Deputy Director of Purchases

T. BRADLEY

OFFICIAL PLAN 1969 FOR THE RESIDENTIAL ENCLAVES
NORTH OF BARTON STREET

KEY PLAN OF SCHEDULES



SCHEDULES

1.290

1.291

2.293

A M E N D M E N T
No. 260
to the O F F I C I A L P L A N
of the
C I T Y O F H A M I L T O N

PREPARED BY
THE PLANNING DEPARTMENT
OF THE CITY OF HAMILTON
UNDER THE GUIDANCE OF
THE HAMILTON PLANNING BOARD

SECTION ONE

B A S I S O F P L A N N I N G

A general statement of Planning principles upon which the policies of the Official Plan are based.

Subsection 1.1

INTRODUCTION

Continuous forces of change operative in the urban form and structure necessitate the formulation of an Official Plan that guides the long-range development and redevelopment of the City. Expressed in this plan are the ideals and values sought after by society in the development of the urban environment, and possible means are suggested for the achievement of desired ends. The distribution and designation of areas in the City for various types of land uses is the spatial manifestation of the principles and policies set out in the plan. To ensure the development of the desired urban form, zoning by-laws shall be adopted to classify and segregate into areas the uses of land permitted; and to regulate the permitted uses in varying degrees depending upon attendant circumstances. 1-1-01

In this article of the Official Plan 1969 the objective is to guide the rational use of land north of Barton Street. The intermingling and close proximity of industrial and residential land uses results in mutual conflicts. Residents are subjected to inordinate concentrations of air pollution, noise and industrial traffic; and the successful operation of industry is impeded by crowded residential streets and lack of space for expansion. 1-1-02

Residential enclaves, with only a few exceptions, are generally comprised of a housing stock that is physically and economically obsolete; and they lack adequate municipal services such as schools, neighbourhood open spaces, and community recreational facilities. The manufacturing industry, a vital sector in Hamilton's economic base, is experiencing a shortage of space for expansion in the Bay Front industrial area. To provide the citizens residing in enclaves with a suitable residential environment, and to create an industrial area conducive to the successful operation of industry, planned changes in the distribution of land uses are imperative in the section of the City north of Barton Street. 1-1-03

Subsection 1-2

AREAS COVERED BY THIS PLAN

THIS PLAN COVERS THE AREAS DELINEATED UPON
SCHEDULE 1-290. 1-2-01

These lands include the residential land uses situated within
the predominantly industrial area north of Barton Street, west
of Red Hill Creek and east of Wellington Street. 1-2-02

OFFICIAL PLAN 1969 FOR THE RESIDENTIAL ENCLAVES
NORTH OF BARTON STREET

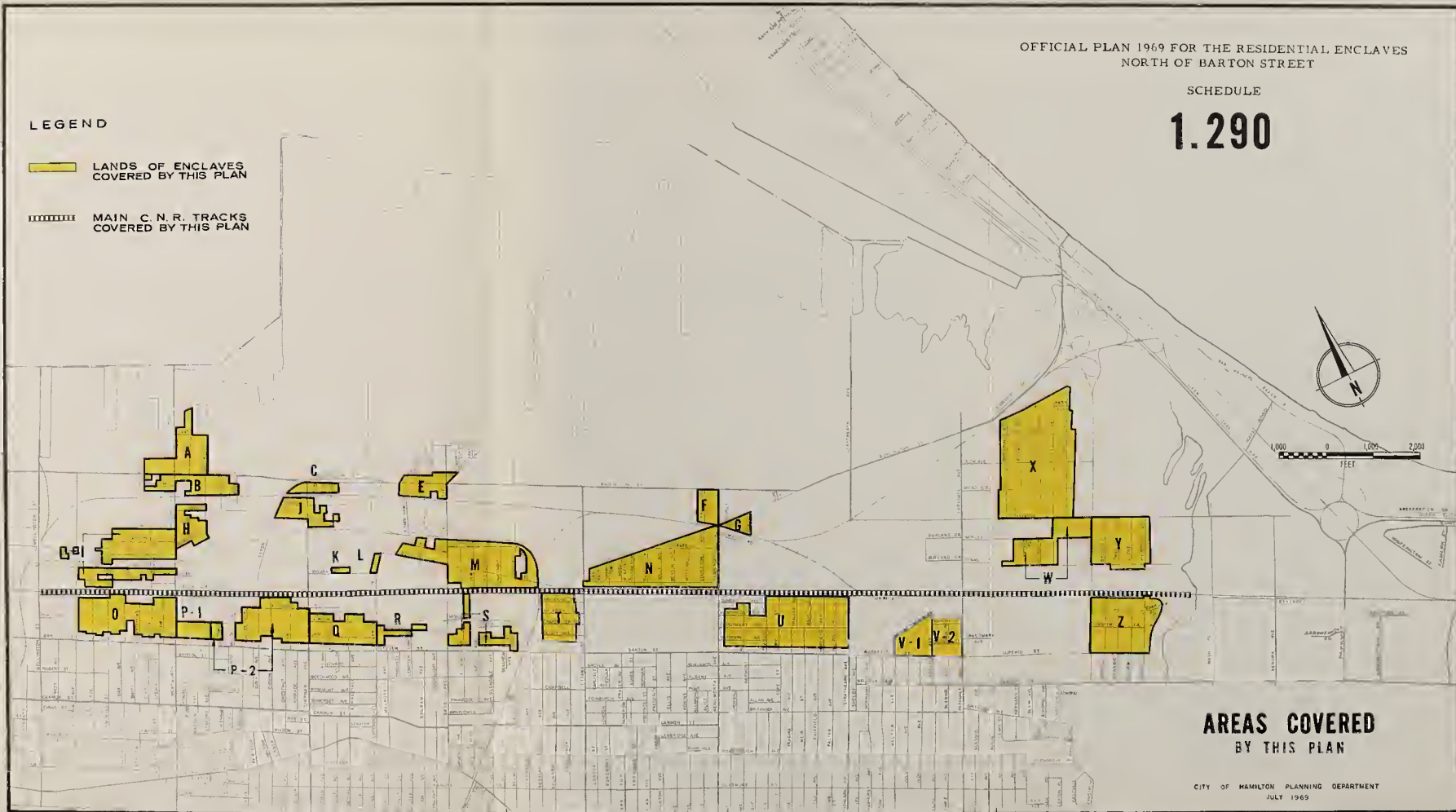
SCHEDULE

1.290

LEGEND

 LANDS OF ENCLAVES
COVERED BY THIS PLAN

 MAIN C. N. R. TRACKS
COVERED BY THIS PLAN



AREAS COVERED
BY THIS PLAN

CITY OF HAMILTON PLANNING DEPARTMENT
JULY 1969

Subsection 1-3

GOALS AND PRINCIPLES

The development of an hierarchial framework of goals, objectives, and principles is based on the rationale of articulating the ideals and values espoused by the citizens of Hamilton, setting forth tangible ends of action for the achievement of these ideals, and recommending possible means for realizing these ends of action. 1-3-01

In this subsection, an ordered framework of goals, objectives, and principles is formulated to explicitly express the INTENT and PURPOSE with which this plan is enacted. In this subsection: 1-3-02

Goals: Shall mean the ideals and values sought after in the development of an urban environment that secures the health, safety, convenience or welfare of its inhabitants. 1-3-03

Objectives: Shall mean the aims or ends of action that are to be achieved in the attainment of the goals. 1-3-04

Principles: Shall be defined as possible means for achieving the objectives. 1-3-05

GOAL

1. To comprehensively plan the spatial distribution and interaction of land uses in the City. 1-3-06

OBJECTIVE

- 1.1 A distribution and location of land uses in the urban structure such that they are mutually complementary and relate to surrounding uses. 1-3-07

PRINCIPLES

- 1.1.1 Locate housing and noxious industries in separate areas to minimize the blighting influence of industry, and to protect the market value of housing. 1-3-08
- 1.1.1.1 Protect residential areas from the blighting influence of noxious industrial uses. 1-3-09
- 1.1.2 Phase out residential enclaves that impede the successful operation and growth of industrial activities. 1-3-10

GOAL

- 2. To develop an urban environment conducive to the health, safety, and welfare of its citizens. 1-3-11

OBJECTIVE

- 2.1 The segregation and separation of incompatible activities to minimize conflicts between neighbouring uses. 1-3-12

PRINCIPLES

- 2.1.1 Separate noxious industrial activities from housing areas by wide buffer zones composed of: light, clean industry; commercial functions; and landscaped green belts. 1-3-13
- 2.1.2 Phase out housing enclaves exposed to inordinate levels of noise, vibrations, odour, and smoke emanating from industrial activities. 1-3-14
- 2.1.2.1 Phase out housing enclaves that are exposed to large volumes of industrial traffic. 1-3-15

OBJECTIVE

- 2.2 The separation of incompatible land uses to promote external economies. 1-3-16

PRINCIPLES

- 2.2.1 In predominantly industrial areas phase out marginal residential enclaves. Replace them by industrial

land uses to encourage a rational development and expansion of industry. 1-3-17

- 2.2.2 Phase out residential enclaves on a priority ranking based on such criteria as adversity of industrial effects, and the residential quality of the housing area. 1-3-18
- 2.2.3 Encourage the development of buffer zones between noxious industries and designated residential areas to protect the housing investment of residents. 1-3-19
- 2.2.4 Design an industrial traffic circulation pattern that is not in conflict with residential uses. 1-3-20
- 2.2.5 Utilize major expressways as boundaries between residential and incompatible industrial uses. 1-3-21

OBJECTIVE

- 2.3 The provision of housing that fulfils the requirements, needs, and expectations of residents presently living in areas surrounded by industry. 1-3-22

PRINCIPLE

- 2.3.1 Ensure the provision of a housing supply in residential areas of the City that are socially and economically suitable for relocated residents. 1-3-23

GOAL

- 3. To equitably provide housing areas in the City with urban services and amenities. 1-3-24

OBJECTIVE

- 3.1 The phasing out of residential enclaves that do not have a sufficient population size to support municipal services. 1-3-25

PRINCIPLE

- 3.1.1 Relocate citizens living in residential enclaves to designated housing areas so that they may benefit from an adequate level of municipal services - schools, open space, recreational facilities, libraries, etc. 1-3-26

Subsection 1-4

.CONVERSION PRIORITY

The categorization and ranking of residential enclaves according to Schedule 1-291 - Conversion Priority of Residential Enclaves - provides guidelines for the residents, public agencies and industries involved in the redevelopment of these areas. Residential conversion priorities give directives to public agencies and the private sector in budgeting and allocating resources to bring about concerted action in an ordered and progressive manner. 1-3-01

The establishment of conversion priorities is based on the evaluation of an enclave's relative suitability and viability as a living area. Each enclave is analyzed in light of such parameters as physical housing conditions, the economic durability of housing, industrial effects and the availability of municipal services. 1-3-02

OFFICIAL PLAN 1969 FOR THE RESIDENTIAL ENCLAVES
NORTH OF BARTON STREET

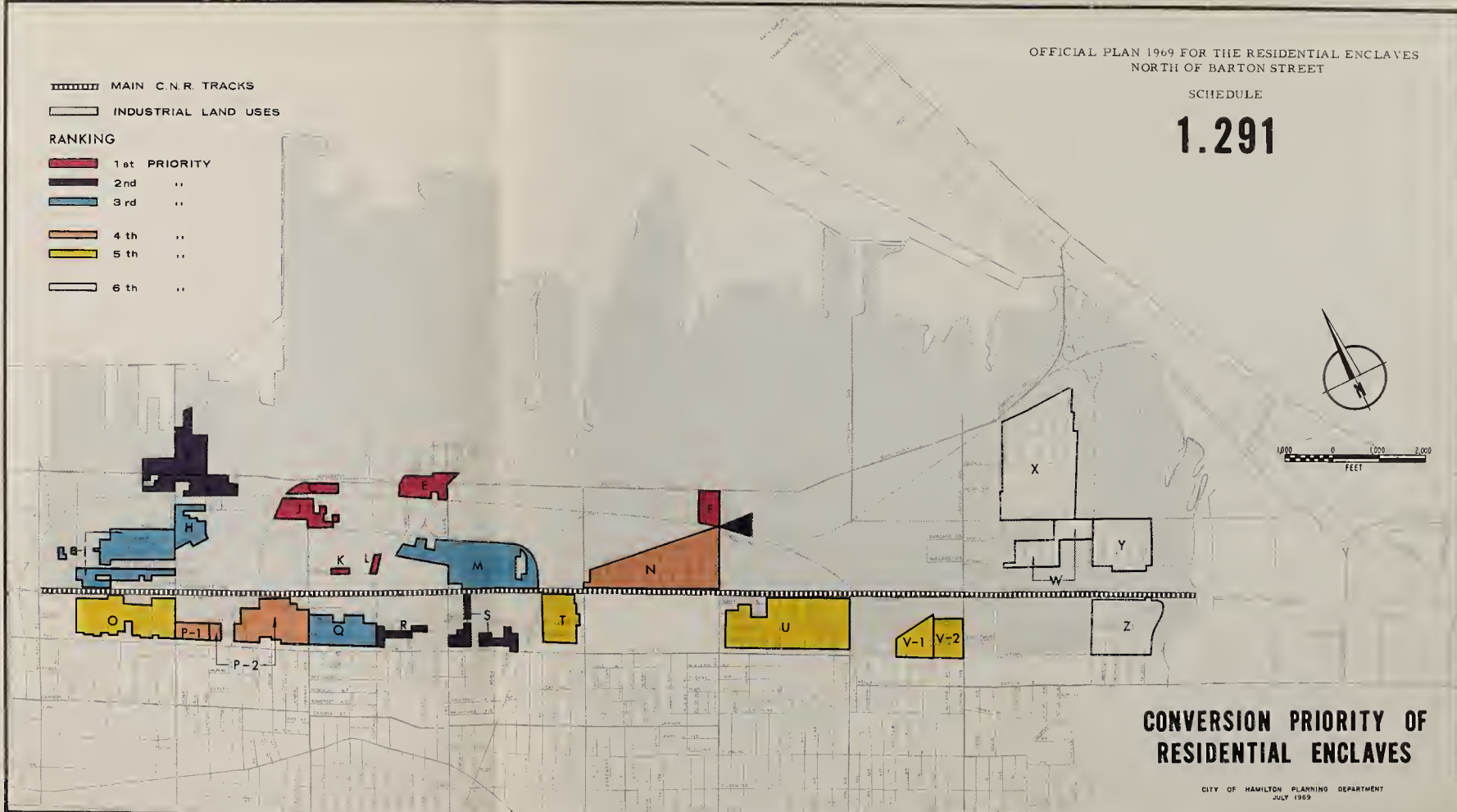
SCHEDULE

1.291

MAIN C.N.R. TRACKS
INDUSTRIAL LAND USES

RANKING

- 1st PRIORITY
- 2nd ..
- 3rd ..
- 4th ..
- 5th ..
- 6th ..



CONVERSION PRIORITY OF
RESIDENTIAL ENCLAVES

SECTION TWO

P O L I C I E S

A general statement of planning standards, definitions and planning policies, and a description of the Maps which together with this text comprise the Official Plan.

Subsection 2-0

DEFINITIONS*

INTRODUCED BY THIS AMENDMENT

RESTRICTED INDUSTRIAL

The Restricted Industrial classification of land upon Schedule 2-293 of this plan shall mean that the ultimate use of land in the areas so designated shall be for non-noxious industry which is defined as such manufacturing and processing of goods, such repair workshops and such storage of goods, and such transportation facilities which experience has shown to be unobjectionable to adjacent land uses because they are free of dust, odour, fumes and noise. 2-0-01

This classification need not prevent some of the land being used for other non-industrial uses, provided that the location of these other uses in a manufacturing area is warranted and will primarily serve the industries in the area and not those uses of land within another classification, and that these other uses will in no way contribute to the detracting of the area for sound industrial development, so that the interests of industry are paramount. 2-0-02

It will be the policy of the municipality to permit such non-industrial uses only on the basis of industrial amendments to the Zoning By-law so that each proposal may be judged on its own merits and to ensure that the requirements outlined above will be met . 2-0-03

* Also see Appendix for definitions of land use designations.

This classification also need not prevent the establishment of a holding zone in the whole or in a part of the area designated Restricted Industrial upon Schedule 2_293 of this Official Plan. 2-0-04

OPEN SPACE NODES

The classification of Open Space Nodes for areas on Schedule 2_293 of the Official Plan shall mean that the lands so designated are for use by the public for open air recreational purposes; they shall be compact in form and of sufficient length and depth to permit the performance of active and passive recreational activities. The land use zoning of the spaces so classified shall be such as to assure that such lands shall be kept free from all buildings and structures except for a small percentage on which buildings and structures may be erected for purposes that are ancillary and accessory to the open air recreational purposes. 2-0-05

TRANSPORTATION

The classification of spaces, on Schedule 2_293 of this Official Plan as Transportation uses shall mean the use of the land so classified shall be for transportation purposes. 2-0-06

Subsection 2-1

DESIGNATIONS

RETENTION OF RESIDENTIAL DESIGNATION

- 1 The enclaves marked A, B, C, E, F, G, H, I, J, K, L, and M on Schedule 2-293 of this amendment were designated for industrial uses in the 1951 Official Plan. The Industrial designation is hereby retained for these enclaves. 2-1-01

CHANGE FROM RESIDENTIAL TO RESTRICTED INDUSTRIAL

- 2 The enclaves denoted P-2, Q, R, and S on Schedule 2-293 were designated for industrial land uses in the 1951 Official Plan. This designation is hereby changed to a Restricted Industrial land use designation. 2-1-02

CHANGE FROM RESIDENTIAL TO INDUSTRIAL USES

- 3 The areas marked N, O, T, U, and V-2 on Schedule 2-293 were designated for residential uses in the 1951 Official Plan. This designation is hereby changed to an Industrial designation in area N, and to a Restricted Industrial designation in area O, T, U, and V-2. 2-1-03

CHANGE TO OPEN SPACE DESIGNATION

- 4 The areas shown as P_1 (Woodland Park) and V_1 (Crerar Park) were designated for residential uses in the 1951 Official Plan. This designation is hereby changed to an Open Space designation. 2-1-04

RETENTION OF RESIDENTIAL DESIGNATION

- 5 The enclaves marked W, X, Y, and Z on Schedule 2-293 of this amendment and designated for residential land uses in the 1951 Official Plan, hereby retain the Residential designation. 2-1-05

CHANGE FROM COMMERCIAL TO INDUSTRIAL

- 6 The designation of lands within enclave N for commercial uses, in the 1951 Official Plan, is hereby changed to an Industrial land use designation. 2-1-06

RETENTION OF COMMERCIAL DESIGNATION

- 7 On Schedule 2-293, the three commercial areas delineated in enclaves X, and Z, were designated commercial in the 1951 Official Plan. The Commercial designation is hereby retained for these areas. 2-1-07

TRANSPORTATION

- 8 The right-of-way of the main C.N.R. tracks, shown on Schedule 2-293, is hereby designated for Transportation. 2-1-08

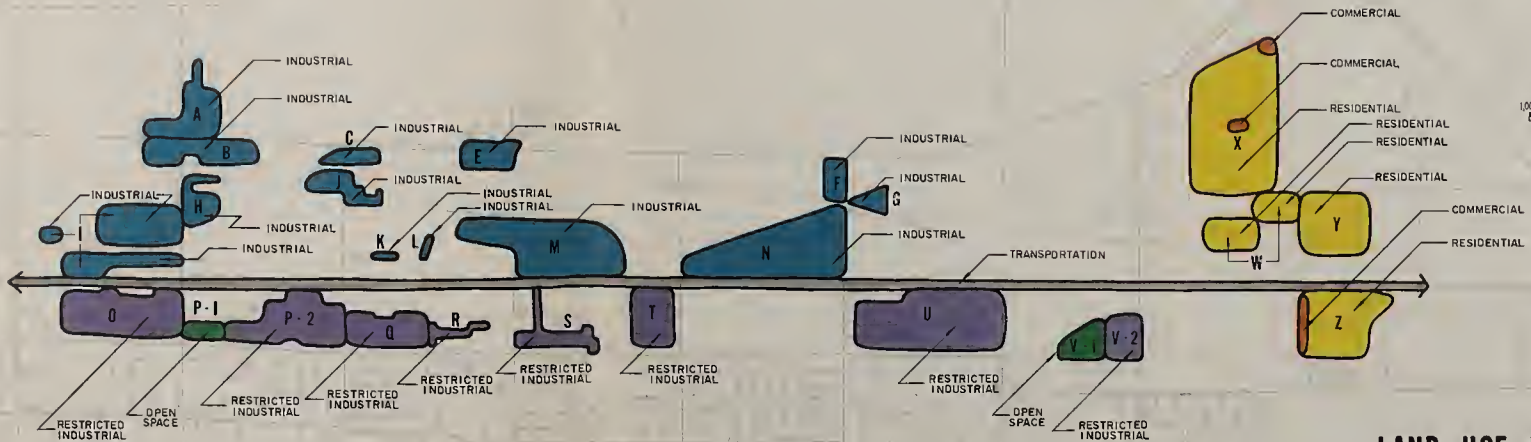
OFFICIAL PLAN 196-9 FOR THE RESIDENTIAL ENCLAVES
NORTH OF BARTON STREET

SCHEDULE

2.293

LEGEND

- RESIDENTIAL DESIGNATION
- OPEN SPACE DESIGNATION
- COMMERCIAL DESIGNATION
- RESTRICTED INDUSTRIAL DESIGNATION
- INDUSTRIAL DESIGNATION
- TRANSPORTATION DESIGNATION



LAND USE DESIGNATION

Subsection 2-2

POLICIES

GENERAL POLICY

1. A buffer zone shall be established between the heavy, noxious industry of the Bay Front and designated residential south of Barton Street. The area between the main C.N.R. tracks and Barton Street, bounded by Wellington Street Red Hill Creek, with the exception of those areas which are to retain their residential designation, shall be restricted to light, clean industry, commercial uses and landscaped open space. 2-2-01

POLICIES REGARDING THE RE-ZONING FOR INDUSTRIAL USES OF LANDS ENCOMPASSED BY ENCLAVE N, O, T, U, AND V-2

2. The lands zoned Residential "C" or Residential "D" in the areas marked N, O, T, U, and V-2 on Schedule 2-293 shall remain zoned Residential until such a time as the following conditions are assured: 2-2-02
 - 2.1 Only those blocks adjacent to existing industrial areas will be rezoned. 2-2-03
 - 2.2 Only complete blocks will be rezoned. 2-2-04
 - 2.3 Blocks will be rezoned where a majority (2/3) of the property owners, on the basis of land area, are in favour of an industrial zoning. 2-2-05
 - 2.4 Site Plan Control will be applied on those lands within 400 feet of residentially zoned land. 2-2-06

- 2.5 Where such buffer appears desirable, the first 30 feet adjacent to residentially zoned land shall be used only for landscaping, the next 70 feet shall be used only for landscaping or for car parking. 2-2-07

FURTHER POLICIES REGARDING LANDS IN ENCLAVE N, O,
T, U, AND V-2

3. The City will maintain the present level of services and facilities in residentially zoned areas unless and until the area have been converted to industrial uses. 2-2-08
4. The City shall institute an Industrial Renewal Program to ensure the orderly and progressive conversion of residential to industrial uses. 2-2-09
- 4.1 The conversion of residential to industrial uses shall proceed on a priority basis established for each of the enclaves. 2-2-10
5. The City shall establish a housing bank in areas south of Barton Street and other parts of the city to facilitate the relocation of residents. 2-2-11
- 5.1 Displaced homeowners, unable to finance their own homes in suitable residential areas, shall be given priority in the City housing bank. 2-2-12
- 5.2 Displaced residents who qualify for government subsidized housing shall be given preference in Ontario Housing units. 2-2-13

SECTION THREE

IMPLEMENTATION

A statement of the procedures to be followed in the implementation, interpretation and revisions of the Official Plan.

Subsection 3-1

IMPLEMENTATION OF THE PLAN

The Official Plan shall be implemented by Council under powers conferred upon it by The Planning Act and The Municipal Act and any related legislation insofar as it relates to planning. The senior levels of government and authorities shall be encouraged to support the objectives. 3-1-01

1. The housing bank shall be implemented by the following means: 3-1-02
 - 1.1 Funds for the purchase of housing are to be set aside in the Capital Budget. 3-1-03
 - 1.2 Purchase homes, of a market value comparable to dwellings in enclaves, in areas designated Residential land use. 3-1-04
 - 1.3 Retain homes obtained through tax default in areas designated Residential land use. 3-1-05
2. The City shall purchase housing as it comes on the market in the enclaves designated Industrial or Restricted Industrial land use. 3-1-06
 - 2.1 Properties obtained by the City in residential enclaves through tax default shall be retained for future conversion to industrial use. 3-1-07

3. Zoning changes from residential to industrial are to be effectuated in the enclaves as the property owners express a desire to have such a change, and a demand for industrial land becomes evident. 3-1-08
4. Where applicable, the provisions of the Minimum Standards By-Law shall be enforced to protect the health, safety, and welfare of citizens living in areas designated Industrial or Restricted Industrial land use. 3-1-09
5. Where necessary, the provisions of the Health By-Law shall be enforced in residential areas designated Industrial or Restricted Industrial land use. 3-1-10
6. An industrial promotion program shall be initiated, through the Industrial Commissioner, to interest local and outside industries in acquiring lands in enclaves for industrial purposes. 3-1-11
- 6.1 The City initiate an industrial-public relation program to encourage an incremental, orderly expansion of industry into residential enclaves designated Industrial or Restricted Industrial land use. 3-1-12
7. The sequence of priorities need not adhere to the order of Schedule 1-291 if a conversion of residential land uses may be expedited. 3-1-13
8. The redevelopment of residential enclaves, delimited on Schedule 1-291 shall be implemented in the following order of priority: 3-1-14
- 8.1 PRIORITY ONE

Residential enclaves C, E, F, J, K, and L are designated for industrial land uses in the 1951 Official Plan. As indicated on Schedule 2-293, the Industrial land use designation of these enclaves is retained in this amendment. 3-1-15

8.2 PRIORITY TWO

In the 1951 Official Plan residential enclaves A, B, R, S, and G are designated as industrial land use. On Schedule 2-293 of this amendment it is indicated that the Industrial land use designation is retained for enclaves A, B, G and a Restricted Industrial land use designation shall apply to enclaves R and S. 3-1-16

8.3 PRIORITY THREE

The 1951 land use designation of residential enclaves H, I, Q, and M is industrial. As shown on Schedule 2-293, enclaves H, I, and M remain designated for Industrial uses; enclave Q is designated for Restricted Industrial land uses in this amendment. 3-1-17

Residents in priority categories 1, 2, and 3 are adversely affected by industrial activities. To protect their health, safety and welfare an immediate redevelopment program has to be effectuated, and residents relocated to designated residential areas. 3-1-18

8.4 PRIORITY FOUR

Enclave P-1 and P-2 are designated for industrial land uses in the 1951 Official Plan. On Schedule 2-293 of this amendment, it is shown that the land use designation of P-1 is Open Space, and the designation of area P-2 is Restricted Industrial uses. 3-1-19

The 1951 designation of enclave N is for residential land use. This designation is changed to Industrial land use in this plan. 3-1-20

8.5 PRIORITY FIVE

Enclave O, T, U, V-1, V-2, are designated residential in the 1951 Official Plan. As indicated on Schedule 2-293, enclave O, T, U, and V-2 are designated for Restricted Industrial land uses; and enclave V-1 (Crerar Park) is designated Open Space in the 1969 Official Plan. 3-1-21

The need for redeveloping residential enclaves in priority category 4 and 5 may be considered as an intermediate planning action. Housing is sufficiently sound to serve the requirements of the residents; noxious industrial effects are tolerable except at the periphery of the enclaves. Residents are adequately provided with schools, open space and recreational opportunities. 3-1-22

8.6

PRIORITY SIX

Residential enclaves W, X, Y, and Z are designated for residential land uses in the 1951 Official Plan. The Residential land use designation is retained in this plan. 3-1-23

The possible conversion of these enclaves to land uses other than residential is a long range proposal that should be reviewed as the housing reaches a stage of physical and economical obsolescence, and as the residents express a spontaneous desire to relocate to designated residential areas. 3-1-24

8.7

Areas N, O, T, U, V-2 designated for Industrial or Restricted Industrial land uses in this plan shall be considered for reversion back to a residential land use designation on January 1, 1975 if no action is taken to change the use of the land prior to that date. 3-1-25

8.8

The municipality will investigate the means of imposing a special levy on industrially assessed property. 3-1-26

APPENDIX

DEFINITIONS OF LAND USE DESIGNATIONS

RESIDENTIAL *

The Residential designation of land upon Schedule 2-293 of this plan shall mean that the predominant use of land shall be for dwellings. Various types of dwellings are permitted in this designation, but similar types shall be located together, so that there shall be no indiscriminate mixing of the various types. Appropriate measure will be provided to protect low density residential development against residential uses of high density and to protect all residential development against other uses which might infringe upon the amenities of residential lands. The classification shall also permit uses which are compatible with dwellings and which are necessary to serve the surrounding dwellings adequately, such as schools, neighbourhood libraries, parks, churches, and public utilities. Neighbourhood commercial uses sufficient and necessary to serve the immediate residential area, including small individual retail or service stores and commercial uses in apartment buildings sufficient only to serve the occupants thereof may be permitted without amendment to the Official Plan; preference should, however, be given to small groups of shops in suitable locations, so as to prevent the scatter of commercial uses.

This definition shall not be construed as permitting a group of commercial uses exceeding two acres in area, or any industrial use which might otherwise be deemed to serve the immediate area. All neighbourhood commercial uses shall be permitted only on specific application for rezoning so that items set out above are regarded.

Appropriate measures (such as increased yards, appearance, adequate off-street parking, landscaped buffer strips, prohibition of outside storage and like measures) shall be provided by non-

NOTE:

* The definitions are effective as of September, 1969.

** Definitions introduced by this Amendment

residential uses, so as to preserve and protect the amenities for the surrounding residential uses.

RESTRICTED INDUSTRIAL**

The Restricted Industrial classification of land upon Schedule 2-293 of this plan shall mean that the ultimate use of land in the areas so designated shall be for non-noxious industry which is defined as such manufacturing and processing of goods, such repair workshops and such storage of goods, and such transportation facilities which experience has shown to be unobjectionable to adjacent land uses because they are free of dust, odour, fumes and noise.

This classification need not prevent some of the land being used for other non-industrial uses, provided that the location of these other uses in a manufacturing area is warranted and will primarily serve the industries in the area and not those uses of land within another classification, and that these other uses will in no way contribute to the detracting of the area for sound industrial development, so that the interests of industry are paramount.

This classification also need not prevent the establishment of a holding zone in the whole or in a part of the area designated Restricted Industrial upon Schedule 2-293 of this Official Plan.

INDUSTRIAL*

The Industrial classification shall mean that the predominant use of the land in the areas so designated on Schedule 2-293 shall be for industry, which is defined as including manufacturing, constructing, extracting and processing of raw materials and goods, repairing and servicing operations, and warehousing and storage of goods. Provision for appropriate off-street parking and loading shall be required by all new industrial establishments.

In permitting by rezoning measures any industrial development upon land abutting a residential area, consideration will be given to requiring buffering between the two by increased yards, landscaping, planting and like measures, and in addition will, wherever possible, control parking, storage, loading and lighting so as to minimize the interference with the enjoyment of the residentially zoned land.

Commercial and recreational uses grouped where practicable shall also be permitted in an industrial area provided that such uses are primarily warranted in serving the needs of the industrial area or otherwise can locate without detracting from, or hindering, sound industrial development, and provided that such uses have sufficient parking, buffering, nuisance controls, and appropriate siting so as to be compatible with the surrounding uses.

A dwelling shall not be permitted in an industrial area unless such a dwelling is part of, and incidental to, an industrial establishment and is essential for the satisfactory operation of such an establishment.

It will be the policy of the municipality to permit such non-industrial uses only on the basis of individual amendments to the Zoning By-law so that each proposal may be judged on its own merits and to ensure that the requirements outlined above will be met.

OPEN SPACE NODES**

The classification of Open Space Nodes for areas on Schedule 2-293 of the Official Plan shall mean that the lands so designated are for use by the public for open air recreational purposes; they shall be compact in form and of sufficient length and depth to permit the performance of active and passive recreational activities. The land use zoning of the spaces so classified shall be such as to assure that such lands shall be kept free from all buildings and structures except for a small percentage on which buildings and structures may be erected for purposes that are ancillary and accessory to the open air recreational purposes.

COMMERCIAL*

The Commercial classification of land upon Schedule 2-293 of this Amendment shall mean that the predominant use of lands so designated shall be for commerce which is defined as the buying and selling of goods and services, and offices.

The classification need not prevent some of the land being used for other purposes provided that these purposes are compatible to commerce and will not unduly detract, hinder or prevent the areas from being used for proper commercial development and provided further that precautions are taken by imposing standards on how the land may be used by these other purposes to protect the areas for commerce. This exception to permit other uses of land does not include any industrial undertaking. In permitting a rezoning for commercial development upon lands abutting a residential area, consideration will be given to requiring buffering between the two uses by increased yards, landscaping, planting and like measures, and in addition will, wherever possible, control parking, storage and loading so as to minimize the interference with the adjoining land.

In addition, residential uses will be permitted in commercial areas in the form of apartments either free-standing or forming part of a commercial complex. In general, the majority of such apartment buildings will contain small suites (i. e., bachelor and one-bedroom). The location of such residential uses will be carefully reviewed with respect to surrounding uses and density, and further control of such development will be implemented by rezoning and site plan control.

TRANSPORTATION **

The classification of spaces, on Schedule 2-293 of this Official Plan, as Transportation uses shall mean the use of the land so classified shall be for transportation purposes.

IDENTIFICATION OF THE PROBLEMS - 1969

HOUSING CONDITIONS

An exterior survey of housing conditions in the residential enclaves was based on such criteria as building materials; physical condition of walls and roofs; and the maintenance of yards and ancillary buildings. Delineated on the map of "Housing Conditions in Residential Enclaves" are housing areas that may be classified as physically poor, fair, and good.

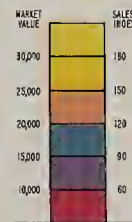
DEFINITIONS:

- POOR:** The physical structure of the dwelling has deteriorated to a stage where it is economically not feasible to perform repairs. The dwelling has a number of deficiencies according to the Minimum Standards By-Law.
- FAIR:** The physical condition of the building is substandard with respect to some structural components. Rehabilitation of the structure is economically feasible.
- GOOD:** The structure of the building is sound and well maintained. The dwelling has a remaining economic life of 25 years and over.

HOUSING MARKET

The statistical information used for the compilation of the "Housing Sales Index" map was derived from the Assessment Department's 1967 house sales analysis. The average 1967 house sale in Hamilton was \$17,400 or a sales index of 100. House sales above the average value have a sales index above 100 and vice versa.

OFFICIAL PLAN 1969 FOR THE RESIDENTIAL ENCLAVES
NORTH OF BARTON STREET



**HOUSING SALES INDEX
1967**

OFFICIAL PLAN 1969 FOR THE RESIDENTIAL ENCLAVES
NORTH OF BARTON STREET

LEGEND

PHYSICALLY DETERIORATED HOUSING

- POOR
- POOR - FAIR

HOUSING MAY BE REHABILITATED

- FAIR
- FAIR - GOOD

HOUSING IS WELL MAINTAINED

- GOOD



HOUSING CONDITIONS
RESIDENTIAL ENCLAVES

CITY OF HAMILTON PLANNING DEPARTMENT
JULY 1969

RESIDENTIAL ENCLAVES A, B, H, I.

The housing areas are located along Wentworth Street North, north of the main C.N.R. tracks. They are surrounded by heavy-industrial uses and their present zoning is "K"--Heavy Industry. The total population of the four residential enclaves is 4,172 inhabitants.

PHYSICAL HOUSING CONDITIONS

The quality of the housing constructed 50 to 60 years ago was originally not of a high standard. Dwellings are generally of frame construction and covered with insul-brick material or stucco. Most of the housing may be rated as poor or fair and only a relatively small number of dwellings are in good condition. The blighting effect of industry is reflected by the substandard quality of dwellings adjacent or in close proximity to industrial activities. Yards and accessory buildings are often in disorder and badly maintained.

The economic durability of housing, measured by the 1967 housing market value, is generally marginal; the market index ranges from 50% to 70% of the average Hamilton house value. Brick dwellings along Francis and Keith Streets of enclave I are of fair quality and demand an above market value.

INDUSTRIAL EFFECTS

The proximity of the housing areas to heavy industrial uses has a detrimental effect on the health and safety of the residents. Noxious odours, smoke, dust, and noise emanating from adjacent industries are elements of the living environment. Residential streets are used for employee car parking, industrial traffic circulation, and on-street loading.

MUNICIPAL SERVICES AND AMENITIES ¹

The availability of open space and recreational facilities at the neighbourhood scale is substandard. Within a 1/4 mile walking distance the amount of open space available per 1000 population is well below 20% of the minimum open space standard. Paved school yards provide the only opportunity for recreational activities.

A planned neighbourhood complex consisting of a primary school, park and playground requires 10 to 20 acres to serve 5,000 to 6,000 residents within a 0.25 to 0.75 mile range. According to these design standards such a complex could not be financially carried by the residents. The total population is approximately 4,172 and the distribution of residents is in an elongated configuration.

At the community scale residents of the enclaves have reasonable access to community centres. The housing areas are contained within a 1 mile service range of an outdoor pool and ice rink at Eastwood Park, and within 1.5 miles of indoor recreational facilities at Bennetto Park.

RESIDENTIAL ENCLAVES C, J, E, F, H, L.

The clusters of housing are dispersed among industrial uses between the main C.N.R. tracks and Burlington Street. Their total population is 1,738 and the present zoning is "K"--Heavy Industry.

1. For more detailed information on open space standards see Draft Official Plan 1970, the City of Hamilton, Open Space.

PHYSICAL HOUSING CONDITIONS

Housing is in very poor condition and the residential environment has a blighted appearance. The small size of the residential areas renders them vulnerable to noxious effects of surrounding industries.

The economic durability of the dwellings is generally between 20% to 50% of the average housing value.

INDUSTRIAL EFFECTS

The residential enclaves are surrounded by noxious industrial uses and are subject to large volumes of industrial traffic. The intermingling of industry and housing creates hazardous conditions for children playing on the streets. There are no buffers to protect the residents; dwellings often abut on industrial uses both to the front and rear.

RESIDENTIAL ENCLAVE M

This housing enclave is one of the larger residential areas zoned "K"--Heavy Industry. The area located along Beach Road has a population of 1,714 and is comprised of 37 gross acres.

PHYSICAL HOUSING CONDITIONS

There is an equal proportion of poor and fair housing. Most dwellings are below average in value; the range in house sales indices varies from 50% to 70% of the average value. The slightly higher market value of housing in this area may be attributed to the buffering effect of the railway tracks and the presence of some brick structures.

INDUSTRIAL EFFECTS

Encroachment of industrial uses has not yet reached the stage of destroying the identity of the housing area. East of Gage Avenue the houses are protected from industrial traffic circulation and direct contact with industrial activities by railway tracks. West of Gage Avenue the smaller size of the residential area and the road pattern exposes the residents to noxious industrial effects--railway spur lines and industrial access roads dissect the residential area. The portion of the enclave most adversely affected by industry is located east of Depew Street. Dust from a building material plant and Dofasco reach extreme levels.

MUNICIPAL SERVICES AND AMENITIES

At the neighbourhood scale the open space accessibility potential of residents is negligible. The enclaves are devoid of any form of playgrounds except for a fenced asphalt court at Holy Rosary Separate School.

At the community level recreational opportunities are beyond the 1 mile accessibility range. Scott Park Secondary School is the nearest complex with the required community recreational facilities.

The 3,452 residents of the seven housing areas are distributed in clusters varying in population size of 104 to 1,714 inhabitants. Individually and in combination the enclaves do not have enough residents to financially support their recreational needs.

RESIDENTIAL ENCLAVES N, G.

Residential enclave N and its appendage G located along Beach Road east of Ottawa Street have a combined population of 1,759. The zoning of N is "D"--Residential and enclave G is zoned "K"--Heavy Industry.

PHYSICAL HOUSING CONDITIONS

Housing conditions range from poor-fair, to fair, except for dwellings adjacent to Ottawa Street and Beach Road. The market value of housing is between 60% to 70% of the average house sales index.

INDUSTRIAL EFFECTS

Poor quality dwellings at the northern perimeter of enclave N reflect the blighting influence of the heavy industry and the industrial traffic. Some protection is afforded to the housing area by the main C.N.R. line which is a barrier to north-south traffic.

MUNICIPAL SERVICES AND AMENITIES

At the neighbourhood scale the availability of open space meets the present minimum standard in enclave N, St. Christopher Playground, Benson and Beach Road Park and Lloyd George Public School are well distributed and afford easy access to local residents.

The nearest community recreational facilities are located at Scott Park Secondary School. Fifty percent of the residents are outside the 1.5 mile maximum accessibility range.

RESIDENTIAL ENCLAVE O

The enclave has an area of 37 gross acres and a population of 1,254. It is bounded by the main C.N.R. tracks, Barton Street, the Civic Hospital and Wentworth Street. The zoning is "D"--Residential.

PHYSICAL HOUSING CONDITION

A large proportion of the dwellings are of brick construction and 50 to 60 years old. The physical condition of the housing has reached a stage of curable obsolescence but in pockets of frame housing the physical obsolescence is incurable. Poor housing constitutes approximately 50% of the housing stock. Rear yards and access lanes have a deteriorated, blighted appearance.

The market value of residential property varies from 50% to 100% of the average housing value. Well maintained brick dwellings may demand an average or just below average market value.

INDUSTRIAL EFFECTS

The size of the housing area, the population number, and its spatial relationship with industrial uses makes this area a viable residential entity. Industrial encroachment is limited to a section in the centre of the area. The C.N.R. tracks form a definite barrier against noxious industrial influences. Industrial traffic does not circulate through the residential area but is restricted to the main arterials. Other undesirable effects resulting from the spatial proximity of residential and industrial uses are minimized by the railway right-of-way. On the other hand, residents adjacent to the rail lines are adversely affected by rail noise and employee car parking.

MUNICIPAL SERVICES AND AMENITIES OF ENCLAVE O, P-2

Of the residential enclaves, O and P-2 rank highest in availability of open space. Birge Playground and Woodland Park are within 1000 feet of each other and consequently provide an adequate amount of green space--up to twice the present standard.

Residents in area O are at the periphery of the 1 mile service range of Central Memorial Playground. Enclave P-2 lies within the accessibility range of Scott Park Secondary School.

RESIDENTIAL ENCLAVES P-2, Q, R, S.

The enclaves are located north of Barton Street between Wentworth and Ottawa Street. They are presently zoned "K"--Heavy Industry.

PHYSICAL HOUSING CONDITION

The physical condition of the housing varies widely from block to block depending on the building material of the structures. Brick structures are generally poor-fair, and fair. Rear yards and access lanes are physically deteriorated; dilapidated accessory buildings, weeds, and rubbish are a potential health hazard.

The market value of residential property is below the average Hamilton housing value. Housing sales indices of 50% are quite common, however, near average values are also numerous.

INDUSTRIAL EFFECTS

Industrial encroachment is a constraint to a safe and healthy living environment. The close proximity of industrial and residential uses results in mutual conflicts. Industrial traffic is an adverse factor especially where large parking lots have their egress and ingress via residential streets. Employee car parking on residential streets is another detrimental aspects of these areas.

MUNICIPAL SERVICES AND AMENITIES Q, R, S

Except for enclave P-2 open space accessibility at the neighbourhood scale is well below the minimum standard. Most of the residents have less than 0.20 acres of open space per 1000 population. Local forms of open space--totlots, and playgrounds--are absent and Scott Park is beyond the 1/4 mile accessibility range of younger children.

At the community scale Scott Park has the potential to serve the residents of these housing areas.

RESIDENTIAL ENCLAVES T, U, V-2.

The housing areas T and U are located west and east of the Hamilton Shopping Centre respectively and enclave V-2 abuts Parkdale Avenue. Presently the enclaves are designated Residential.

PHYSICAL HOUSING CONDITIONS

In the 3 enclaves the housing is predominantly poor-fair, fair, and in pockets fair-good. Most of the poor housing is between Cope Street and Kenilworth Avenue. The market value of the dwellings is 60% to 70% of the average Hamilton sales index.

INDUSTRIAL EFFECTS

Industrial encroachment is minimal and restricted to the north-west corner of housing enclave U. All three enclaves have a residential identity or character: they are separated from direct contact with the industry by the railway tracks; and industrial traffic is restricted to major arterials that have railway crossings. Only parked cars belonging to workers employed in nearby plants are a nuisance.

MUNICIPAL SERVICES AND AMENITIES

Except for area V-2, services are the same as for the preceding group of residential enclaves Q, R, S. Residents of enclave V-2 are adjacent to Crerar Park and Normanhurst Community Centre.

RESIDENTIAL ENCLAVES W, X, Y, Z.

The residential areas are located east of Parkdale Avenue and their zoning is "C"--Residential.

PHYSICAL HOUSING CONDITIONS

Housing in the east-end residential enclaves is of relatively recent construction. Most of the houses are 10 to 15 years old and a few have been built in the last two years. The physical condition of the structures is mainly fair and good; there are only isolated pockets of deteriorated housing.

The market value of the dwellings is the highest north of Barton Street. The range of housing sales indices is between 70% and 120% of the average Hamilton house sale. Enclaves such as W consist entirely of new brick bungalows whose market value is well above average. With respect to other residential areas in the city, house prices in the enclaves are lower because of the proximity to predominantly industrial land uses.

INDUSTRIAL EFFECTS

Although the residential areas are surrounded by industrial uses there is no evidence of blight resulting from the proximity of industry. The industry east of Parkdale Avenue is engaged in light manufacturing, transportation and storage. These activities have a limited noxious effect on adjacent residences.

MUNICIPAL SERVICES AND AMENITIES (including V-2)

Residents in these enclaves have generally a high degree of accessibility to open space. Open Space--Accessibility Potential values meet the present standard and in some areas there is a relative surplus of green space. In area X green spaces in the interior of some residential blocks are excellent totlots and playlots.

Parkdale Park offers the nearest community recreational facilities. Enclaves V and Z are within the 1 mile service range of the community centre. Half of the residential areas north of the C.N.R. tracks are located within the 1.5 mile range except areas Y and the northern portion of area X is beyond a desirable accessibility range.

TABLE 1

RESIDENTIAL ENCLAVES NORTH OF BARTON STREET

ENCLAVE	GROSS AREA	H O U S I N G U N I T S				PERSONS PER HOUSEHOLD	POPULATION
		SINGLE FAMILY	TWO FAMILY	THREE FAMILY	APT.		
A	16.92	131	31	4	2	4.1	875
B	12.69	78	27	4		4.1	589
C	6.62	54	18	9		4.1	477
E	3.42	32	7	1		4.0	196
F	4.57	36	8			3.9	203
G	3.27	20	6			3.9	125
H	5.27	62	14			4.1	469
I	30.96	350	94	4	6	4.1	2239
J	5.88	67	22	15	5	4.1	710
K	1.33	19				4.0	76
L	1.14	13	3			4.0	76
M	37.15	318	53	1	12	4.0	1714
N	43.17	454				3.6	1634
O	36.61	368			1	3.4	1254
P-2	18.09	179	38	6		3.7	1010
Q	16.59	175	29	2	1	3.5	855
R	3.46	33	11			3.5	193
S	8.21	83	20	1	3	3.4	469
T	14.51	178				3.4	605
U	57.14	494				3.4	1680
V-2	11.92	81				3.6	292
W	12.98	67				3.8	255
X	104.60	495				3.8	1881
Y	28.98	229				3.8	870
Z	27.97	224				4.1	918
TOTAL	515.92	4240	381	47	30		19665

PRIORITY RANKING FOR CONVERTING RESIDENTIAL ENCLAVES
TO INDUSTRIAL USES

APPENDIX TABLE 2

ENCLAVE	POPULATION	DESIGNATION 1951	PHYSICAL HOUSING CONDITION	ECONOMIC DURABILITY	INDUSTRIAL EFFECTS	MUNICIPAL SERVICES	PRIORITY
A	875	Industrial Uses	Housing of frame construction is deteriorated. Only some brick dwellings may be physically rehabilitated.	The house sales index is between 50% and 70% of average house value.	Residential streets are heavily used by industrial traffic. Air pollution and noise emanating from industry adversely affects the residents	Neighbourhood open space availability is substandard.	2
B	589						2
H	469					Community recreational facilities are within a 1 Mile range.	3
I	2,239						3
Residents at the northern extremity of housing clusters are 0.4-0.5 Miles from the nearest elementary school.							
C	477	Industrial Uses	Housing conditions are substandard.	Value of dwellings is 50% of average housing sales index or lower.	Industrial traffic circulation through residential streets is a safety hazard.	Open Space accessibility is negligible at the neighbourhood scale.	1
J	710						
E	196						
F	203						
K	76				Air pollution from adjacent, heavy industry reaches levels detrimental to the health of residents.	Community recreational facilities at Scott Park Secondary School are beyond the 1 Mile accessibility range.	
L	76						
M	1,714		The area has an equal proportion of deteriorated housing and dwellings that may be rehabilitated.	Market value of housing ranges from 50% to 70% of average sales index.	The area is buffered from direct, noxious industrial effects. Rail lines form a barrier to industrial traffic.	Holy Rosary Separate School is up to 0.55 Miles from residents within its service area.	3
G	125	Industrial Uses	Housing is poor to fair, and fair. Adjacent to Beach Road the blighting effect of industry is reflected by the poor housing conditions.	House sales vary from 60% to 75% of the average sales index.	Noxious effects from steel industry are detrimental to residents along Beach Road. The interior of the housing area is reasonably buffered from industry.	Substandard in open space opportunities.	2
N	1,634	Residential Uses			Railway tracks are a barrier to industrial through traffic.	Availability of open space meets the present minimum standard.	4

PRIORITY RANKING FOR CONVERTING RESIDENTIAL ENCLAVES
TO INDUSTRIAL USES

(APPENDIX TABLE 2 continued)

ENCLAVE	POPULATION	DESIGNATION 1951	PHYSICAL HOUSING CONDITION	ECONOMIC DURABILITY	INDUSTRIAL EFFECTS	MUNICIPAL SERVICES	PRIORITY
O	1,254	Residential Uses	Most of the dwellings may be physically rehabilitated.	Housing sales indices are between 50% and 100% of the average index.	The housing is buffered against noxious industrial activities.	At the neighbourhood scale an adequate amount of open space is accessible. Residents are within the accessibility range of community recreational facilities.	5
P_2	1,010	Industrial Uses	Poor housing reflects the blighting effect of industry.	Sales values of 50% are common.	Industrial traffic circulation is a serious problem.	Elementary schools are within reasonable walking distance.	4
Q	855	Industrial Uses	Housing conditions vary widely depending on building material of structure. Frame structures are mostly deteriorated. Brick dwellings may be rehabilitated.	Sales indices are below average. Indices of 50% are common.	Industrial encroachment is a constraint to a safe and healthy residential environment.	Open Space accessibility at the neighbourhood scale is well below the minimum standard. The availability of open space is less than 0.20 acres per 1000 population.	3
R	193						2
S	469				Industrial traffic is hazardous on residential streets.	The housing areas are within the accessibility range of Scott Park Secondary School.	5
*T	605	Residential Uses	Housing is predominantly poor to fair, fair, and in pockets fair to good.	The range of house sales indices is from 60% to 70% of the average value.	Separated from direct contact with industry by railway tracks. Industrial traffic is restricted to major roads.	Elementary schools are easily accessible	
**U	1,680						
V_2	292	Residential Uses	The housing is of relatively recent construction and its physical condition is predominantly fair, and good. There are only a few isolated pockets of deteriorated dwellings.	Housing sales indices are from 70% to 120% of the average value. There are a number of dwellings that are valued well above average.	No evidence of blight resulting from industry. Industries east of Parkdale are engaged in light manufacturing, transportation, and storage. These activities have no deleterious effects on adjacent residential areas.	Residents have a high degree of accessibility to open space. In some enclaves there is a surplus of open space according to present standards. North of the main C.N.R. tracks half of the residents are located within the 1.5 Mile range of Parkdale Park. The northern half of enclave X is beyond a desirable accessibility range of the community facilities.	5
W	255						
X	1,881						6
Y	870						
Z	918						
TOTAL	19,665					Elementary schools are well distributed relative to the residential areas.	

* See also Schedule 1-B, open space node N.359, of the Draft Official Plan 1970.

** See open space node N,387 on Schedule 1-B.

AIR POLLUTION

The location of housing areas among heavy industrial uses exposes the residents to an inordinate concentration of diverse forms of air pollution. Pollution surveys are carried out on a city-wide scale by the Municipal Laboratories to measure dustfall, aerosols, and sulphur content in the air. The data is compiled for various zones in the city to indicate the spatial distribution of air pollutants.

DUSTFALL

The accompanying map of dust fallout shows that the Industrial Zone has by far the highest concentration. Three stations along Burlington Street had an average yearly dustfall of 83.5 tons per square mile per month. This figure is many times the dustfall elsewhere in the city.¹ The high dustfall is mainly attributable to the large volumes of coal, iron ore, and limestone processed by the steel industry.

SMOKE INDEX

The smoke index ranges upward from a base of 100 for perfectly clean air. This form of pollution is not concentrated in the Industrial Zone. An average yearly peak of 160 is centred over the C.B.D. and lower indices of 103 to 129 have been recorded in the Industrial Zone. The building density and the multiplicity of sources accounts for the high smoke index in the C.B.D.

SULPHATION RATE

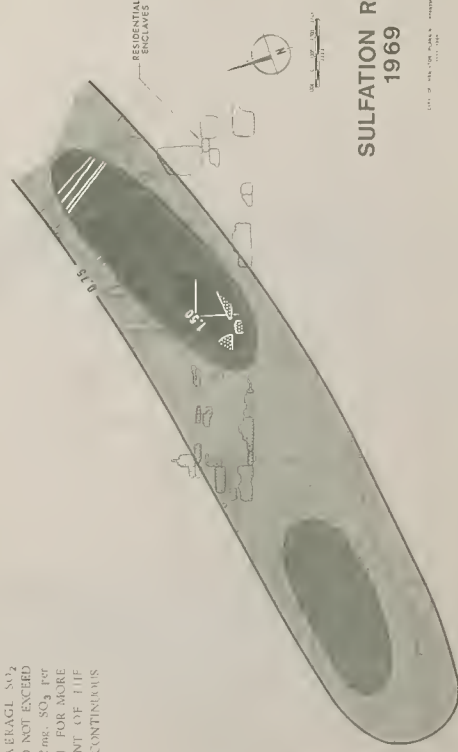
The U.S. Public Health Service suggest that the daily average SO₂ level should not exceed 10 p.p.h.m. (0.42 mg. SO₃/100 sm.²/day) for more than 1 percent of the day in long continuous periods. This

1. Department of Municipal Laboratories, Air Pollution--1968

is a goal that would be difficult to achieve in northern cities where space heating fuel consumption is high. Nevertheless, very high sulphation rates are centred over the C.B.D. and at Burlington Street and Kenilworth Avenue. In the Industrial Zone a peak of 1.50 mg. $\text{SO}_3/100 \text{ cm}^2/\text{day}$ over three times the "goal" is reached. Residential areas on the Mountain, West Hamilton and East Hamilton have sulphation rates 1.5 to 2 times the desirable level set by the U.S. Public Health Service.

INTERPOLATIONS ARE BASED ON THE DATA AVAILABLE FROM A LIMITED NUMBER OF STATIONS OPERATING BEFORE JULY 1969.

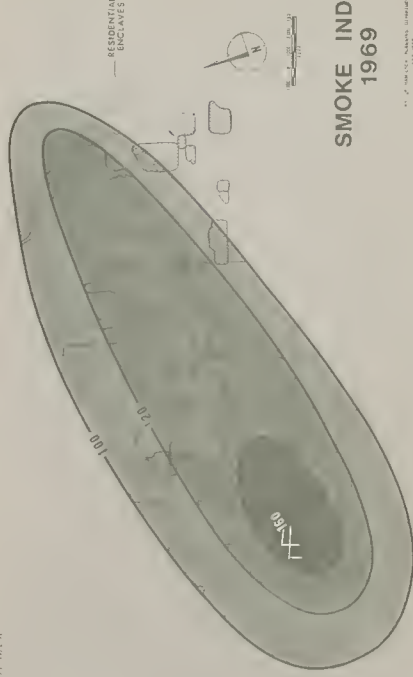
THE DAILY AVERAGE SO_2 LEVELS SHOULD NOT EXCEED 10 p.p.h.m. (0.42 mg. SO_2 per 100 cu ft per day) FOR MORE THAN 1 PERCENT OF THE DAY IN LONG CONTINUOUS PERIOD.



SULFATION RATE 1969

U.S. DEPARTMENT OF THE ARMY
FACILITY FOR THE STUDY OF AIR POLLUTION

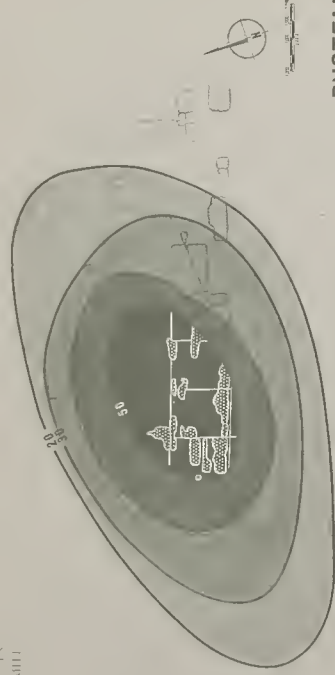
AVERAGE ANNUAL AVERAGE INTER-
RANGES 4 P.M. TO 6 P.M. IN
CITY FOR CLEAN AIR



SMOKE INDEX 1969

U.S. DEPARTMENT OF THE ARMY
FACILITY FOR THE STUDY OF AIR POLLUTION

THE CONTOURS EXPRESS
LEVELS OF DUSTFALL IN
TONS PER SQUARE MILE
PER MONTH

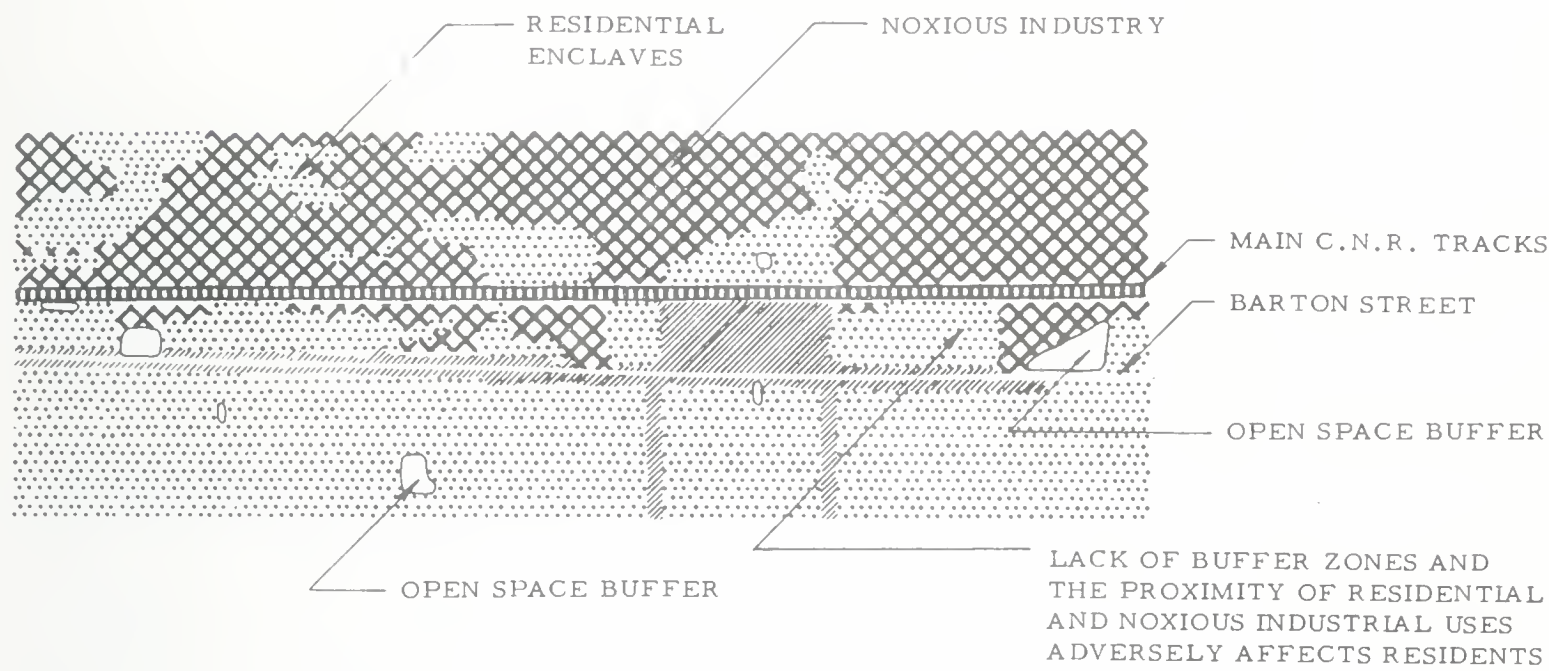


DUSTFALL 1968

U.S. DEPARTMENT OF THE ARMY
FACILITY FOR THE STUDY OF AIR POLLUTION

THE CONCEPT OF BUFFER ZONES

EXISTING DISTRIBUTION OF LAND USES



A RATIONAL DISTRIBUTION OF LAND USES

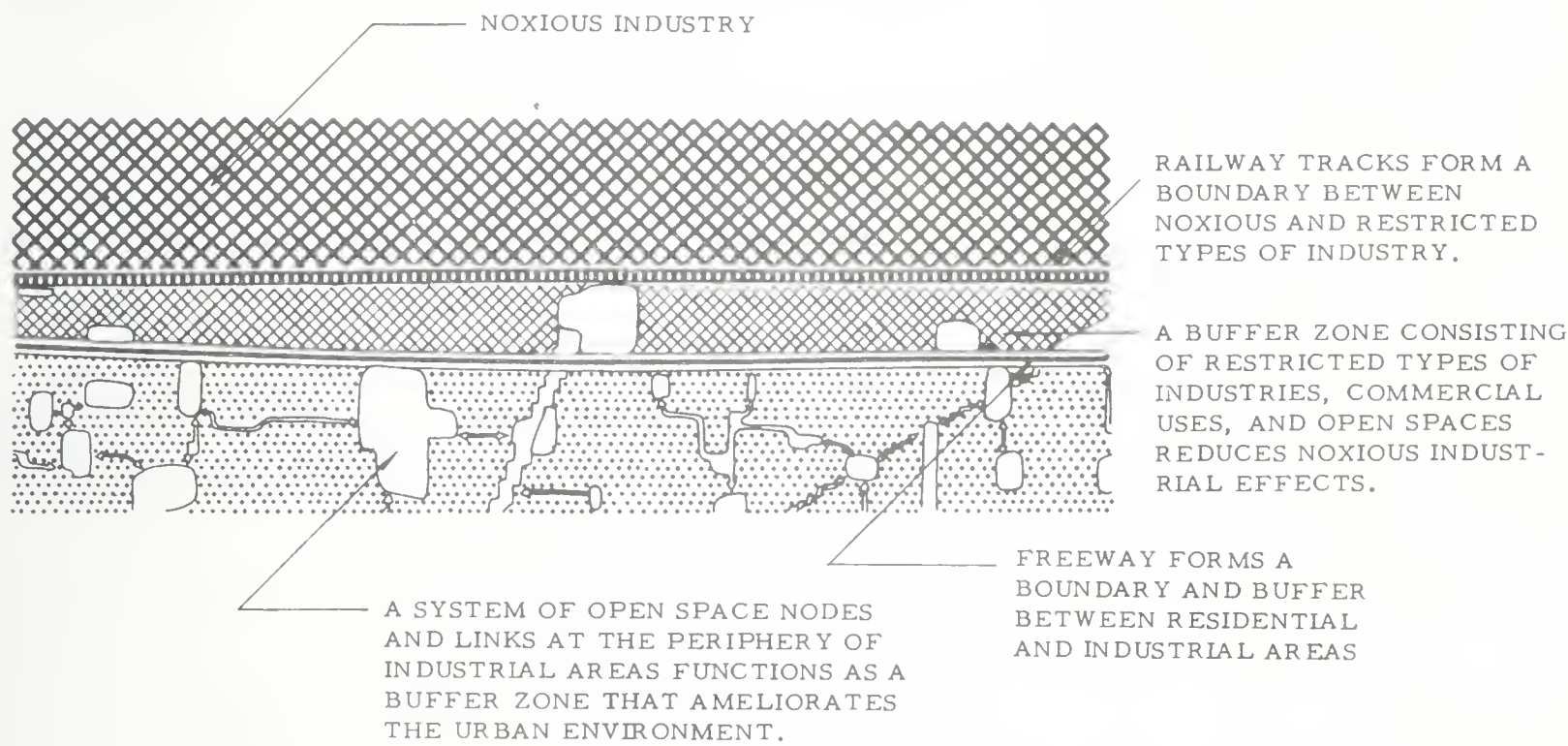


Fig. 1

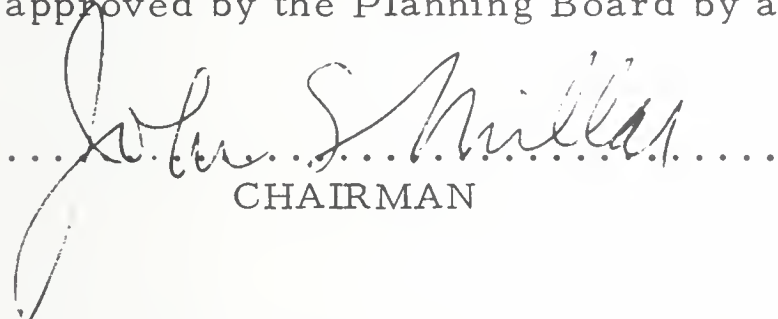
APPROVAL OF THE AMENDMENT

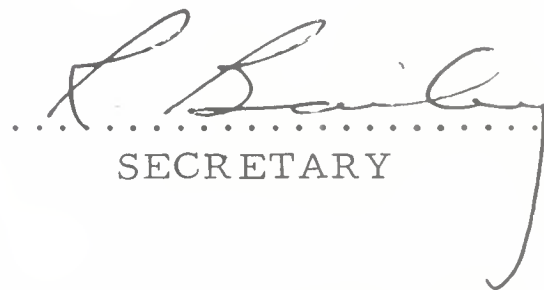
This Amendment 260 to the Official Plan for the Hamilton Planning Area was recommended by the Hamilton Planning Board on the 16th day of December 1969 and adopted by the Council of the City of Hamilton by By-law 70-93 on the 31st day of March 1970, under the provisions of Sections 10, 11 and 14 of the Planning Act. The Minister of Municipal Affairs modified the Amendment and pursuant to Sections 12 and 14 of the Planning Act, the document thus modified was approved by the Minister on the 29th day of October 1970, as Amendment #260 to the Official Plan for the Hamilton Planning Area.

A facsimile of the relevant documents follow:

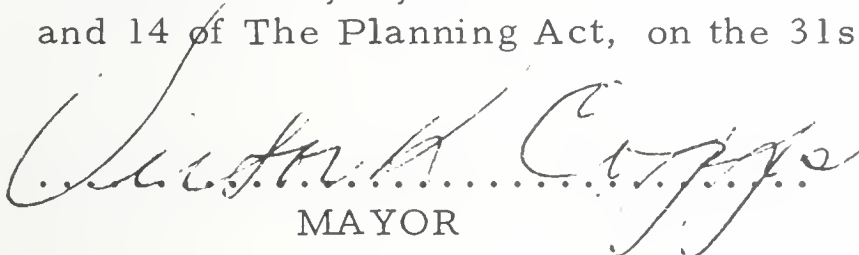
OFFICIAL PLAN
HAMILTON PLANNING AREA
AMENDMENT NO. 260

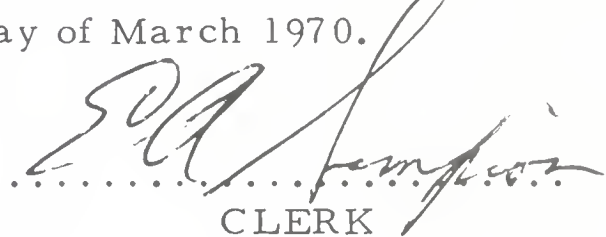
The attached pages two through twenty-six consisting of one text Schedule, three plan Schedules, and explanatory text, which together constitute Amendment No. 260 to the Official Plan of the Hamilton Planning Area, were prepared by the Hamilton Planning Department under the guidance of the Hamilton Planning Board and were recommended to the Council of the City of Hamilton under the provisions of Sections 10 and 14 of The Planning Act, on the day of 16th. December 1969. This Amendment to the Official Plan was approved by the Planning Board by a vote of 6 - 0.

..........
CHAIRMAN

..........
SECRETARY

This Amendment was adopted by the Corporation of the City of Hamilton by By-law No. 70-93 in accordance with Sections 11 and 14 of The Planning Act, on the 31st. day of March 1970.

..........
MAYOR

..........
CLERK


BY - LAW NO. 70-93

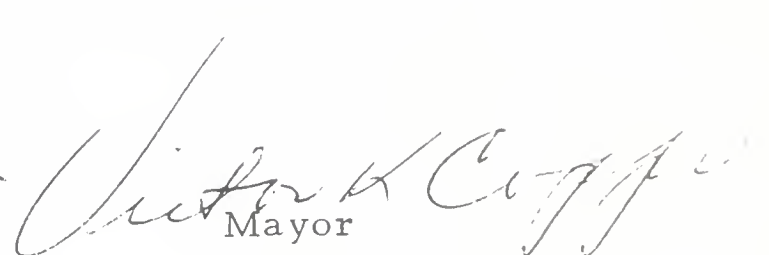
To Adopt Official Plan Amendment No. 260

The Council of The Corporation of the City of Hamilton, in accordance with the provisions of The Planning Act, hereby enacts as follows:

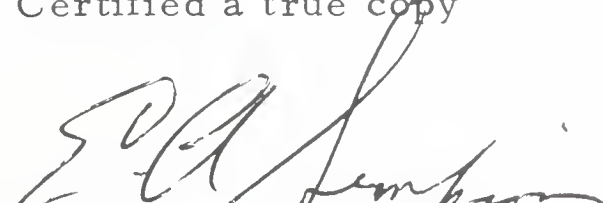
1. Amendment No. 260 to the Official Plan of the Hamilton Planning Area, consisting of one text Schedule, three plan Schedules, and explanatory text, is hereby adopted.
2. That the Secretary-Treasurer is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of the aforementioned Amendment No. 260 to the Official Plan of the Hamilton Planning Area.

PASSED this 31st. day of March 1970


City Clerk


Mayor

Certified a true copy


CITY CLERK

Amendment No. 260

to the
Official Plan for the
Hamilton Planning Area

This amendment to the Official Plan for the Hamilton Planning Area which has been recommended by the Hamilton Planning Board and adopted by the Council of the City of Hamilton, is hereby modified under the provisions of sections 12 and 14 of The Planning Act, as follows:

1. Schedule 1.292, Priority Ranking for Converting Residential Enclaves to Industrial Uses is hereby deleted in its entirety.
2. Section 2, Policies, Definitions Introduced by this Amendment, Restricted Industrial, page 16 is hereby amended by inserting the following paragraph at the end of the second paragraph:

"It will be the policy of the municipality to permit such non-industrial uses only on the basis of industrial amendments to the Zoning By-law so that each proposal may be judged on its own merits and to ensure that the requirements outlined above will be met".
3. Sub-Section 2 - 1 (4) page 17 is hereby deleted in its entirety.
4. Sub-Sections 2-1 (5), (6)(7)(9) and (10) page 18 are hereby renumbered (4), (5), (6), (7) and (8) respectively.
5. SubSection 2-2 (1) page 20 is hereby modified by deleting the second sentence and replacing it with the following:

"The area between the main C.N.R. tracks and Barton Street, bounded by Wellington Street Red Hill Creek, with the exception of those areas which are to retain their residential

designation, shall be restricted to light, clean industry, commercial uses and landscaped open space".

6. Subsection 2-2 (2.5) page 21 is hereby deleted and replaced with the following:

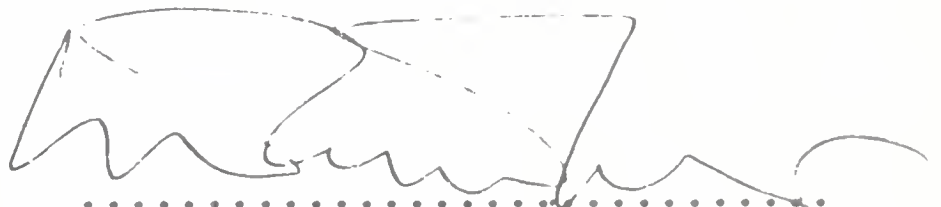
"2.5 where such buffer appears desirable, the first 30 feet adjacent to residentially zoned land shall be used only for landscaping, the next 70 feet shall be used only for landscaping or for car parking".
7. Subsection 2-2 (4.1) page 21 is hereby deleted in its entirety.
8. Subsection 2-2 (4.2) page 21 is hereby renumbered Subsection 2-2 (4.1).
9. Subsection 3-1 (8.1) Priority one, page 24 is hereby modified by inserting the letter J after the letter F in the first line.
10. Subsection 3-1 page 26 is hereby modified by adding the following at the end of the subsection:

"8.7 Areas N, O, T, U, V-2 designated for Industrial or Restricted Industrial land uses in this plan shall be considered for reversion back to a residential land use designation on January 1, 1975 if no action is taken to change the use of the land prior to that date.

8.8 The municipality will investigate the means of imposing a special levy on industrially assessed property".

As thus modified, this amendment is hereby approved pursuant to sections 12 and 14 of The Planning Act, as Amendment No. 260 to the Official Plan for the Hamilton Planning Area

Date...29/10/70...



.....
Minister of Municipal Affairs

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